

NOTICE

U.S. Department of Transportation
Federal Aviation Administration

N 8110.62

1/10/96

Cancellation
Date: 1/10/97

SUBJ: REVISIONS TO PUBLISHED PERFORMANCE DATA AS A RESULT OF AIRCRAFT
ALTERATIONS

1. PURPOSE. This notice provides guidance to standardize certain procedures to be followed throughout the Aircraft Certification Service regarding performance data when alterations are made to an aircraft under a Supplemental Type Certificate (STC).
2. DISTRIBUTION. This notice is distributed to the Washington headquarters branch level of the Aircraft Certification Service, to the branch level of the regional Aircraft Certification Directorates, to all Aircraft Certification Offices, the Brussels Aircraft Certification Division, and to all Flight Standards District Offices.
3. BACKGROUND. There have been a number of recent inquiries to the specific performance requirements that need to be evaluated and published as a part of the approval process of an alteration under either an STC program or field approval. One of the lessons learned from responding to the public inquiries was the importance and need for further clarification and standardization in this area. For example, in one instance, an applicant had altered an aircraft by installing a larger engine, however the Airplane Flight Manual (AFM) supplement designed to accompany the STC stated "No Change" in the performance section. This section contained a range chart claiming more range than was actually possible with the larger engine. As a result, an accident occurred due to "fuel exhaustion".
4. PROCEDURES. The following guidance is issued for the purpose of providing clarity and standardization for aircraft certificated under 14 CFR parts 21, 23, 25, 27, 29 or 31 and altered by an STC. The contents of this notice will be incorporated in the next revision of FAA Order 8110.4, TYPE CERTIFICATION PROCESS.
 - a. The ACO officials should ensure that the applicant has reviewed the existing published performance data in the Airplane/ Rotorcraft Flight Manual (AFM/RFM) or Pilot Operating Handbook (POH), Flightcrew Operating Manuals (FOM), Quick Reference Handbooks (QRH), etc. to determine if the alteration made to the aircraft adversely affects any aspect of the aircraft's performance. Aircraft performance data that could mislead the operator due to changes in performance caused by the STC alteration must either be corrected in the applicant's proposed AFM/RFM/POH/FOM/QRH supplement or, if a supplement is not required, the data in the original AFM/RFM must be marked as invalid.

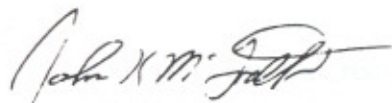
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b. The ACO official may approve the continued use of the performance data in the basic AFM/RFM or POH that remains correct or becomes more conservative as a result of the alteration, although the FAA reserves the right to impose additional restrictions on those items which are affected by the alteration.

c. The ACO official approving the alteration must be satisfied with the wording in the proposed AFM/RFM or POH prior to approving the STC. If additional performance data are required, the applicant should be notified of those requirements as early in the STC program as practical.

5. DISPOSITION. This material will be incorporated in the next revision of FAA Order 8110.4.



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